

I-405 HOT Lanes Survey

Q5 What do you think? I'm interested in your thoughts and suggestions. Your responses are anonymous, so if you'd like a personal reply to your comment, please send me an email.

Answered: 121 Skipped: 139

#	Responses	Date
1	Most cars only have 1 passenger, it is so heavy. Traffic on I-405 in either direction is so bad from 0530 to 1130 and 1330 to 1930. I feel we need regular lanes for cars, the I-405 was not built properly in the first place. States should not build freeways for just two lanes in a large population area. Should of made it right the first time. It would have been less expensive.	3/12/2017 9:40 PM
2	I think Hot lanes and HOV lanes should all be eliminated and just make all lanes general purpose	3/1/2017 11:02 AM
3	Too many cheaters in the HOT lanes. When we used them during rush hour on vacation last year, my daughters were counting the single riders who had their flex pass set to carpool. There were a lot! Sad! So good citizens pay and cheaters get a free ride.	3/1/2017 7:05 AM
4	If we had 3-4 general purpose lane then I would support 1 hot lane. Even with tolls. Our tolls are also incredibly high. Outrageous price gouging by government. Are these lanest for public use? And government to serve the public need?	2/28/2017 2:01 PM
5	Some of these answer selections are not detailed enough	2/28/2017 1:46 PM
6	the cost of living is high enough here with property and sales & gas tax and now the the car registration jumping up 3x's. We all don't work for Microsoft. cut spending and reduce the load for the average American.	2/28/2017 1:46 PM
7	take the money spent on illegal immigrants & use it to pay for the roads, schools...	2/28/2017 1:24 PM
8	Paying for roads should be eliminated the funds for maintenance should come from other areas from our taxes	2/27/2017 10:18 AM
9	No where did I see a hot lane with 3+ and an HOV 2+lane. We use the hot lane between 9 and 3 with the 2 of us all the time. Never understood why you took away the hov lane and had 2 HOT lanes.	2/24/2017 2:25 PM
10	The hot lanes that are in use have been a life saver to me. I love them!! I use them for free as a carpool and I also use them as a single occupant and pay. I have also noticed the general purpose lanes on 405 are better after the hot lanes were put into use. It is a win win for everyone!	2/21/2017 7:23 PM
11	Living in King county is so expensive already(sales and property taxes, etc); I am not in favor of adding tolls on top of that.	2/17/2017 2:02 PM
12	What about Sound Transit (Train) going through Renton? Why are we getting bypassed? What about expanding SR 900 to make it easier to get to I-90 P&R?	2/16/2017 12:18 PM
13	The HOT lanes are a disgrace to the local traffic. Get rid of them.	2/12/2017 11:36 AM
14	Oppose any right-to-work legislation.	2/11/2017 11:55 PM
15	KILL THE HOT LANES. Add additional lanes. You have collected the taxes to improve traffic in the area. But choose stupid ideas instead of doing what is needed. It's a given that congestion will grow with population. So to the roads need to grow in more lanes. Reg@adermann.com	2/11/2017 3:21 PM
16	Visitors from out of state are VERY confused by our "hot lanes". Eliminate hot lanes and raise gas taxes and electric car fees.	2/11/2017 2:52 PM
17	HOT variable tolls are a bad idea that should be canned and sunk into oblivion	2/11/2017 10:53 AM

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18	While I do not believe the HOT lanes work here because of how people live their life here, I wouldn't eliminate them just yet. As was already evidenced by the 3+ car pool on 520, there aren't enough people with the same schedule day in and day out to warrant that as a viable option. Should we be considering working more closely with the large employers to understand why they are based where they are and why their employees are not based there? Perhaps a more designated bus/shuttle route from key neighborhoods to employers is more efficient? I don't have the answers, obviously, I would just like to suggest some more creative ideas be thought through and explored. Would traffic be better if Amazon's and Microsoft's large home base was in North Bend (to be bold rather than realistic) or is it truly an issue with too many people driving single occupant cars but having different agendas throughout the week. (For instance, it is not convenient for me to bus in to the office and still get my workouts in due to the scheduling of the workouts and the locations; if I tried, I'd have to be on the bus by 430am to arrive by 6 so I could leave by 3 to make my workouts by 5 so I can get home by 8. Not very much time for family, eating, and sleeping.	2/10/2017 9:43 PM
19	Please allow lane sharing for motorcycles	2/10/2017 9:29 AM
20	I use the good to go pass on 167, very helpful. I can afford it. I really do not know how it works. I see drivers, that I am guessing do not have a pass use the lane. the ones who suffer are those who cannot afford it, as usual. More public transportation!	2/10/2017 7:34 AM
21	I do not like the HOT lanes. I think it is unfair to be able to buy your way out of traffic. I also usually travel as a carpool but am unable to use the HOT/HOV lanes because I have not purchased the additional Good to Go pass. Why should I have to pay to be a carpool? I already have the Good to Go pass for Hwy 167 and 16 (with cover for carpools) - why were these systems not made to be compatible? Thank you	2/9/2017 3:22 PM
22	Tolling is a bad idea and won't solve congestion problems. Let 's build link to major employers and require their employees to use link for their commutes to reduce traffic problems. Boeing Microsoft and other large employers in the region should be investing in this. and to provide parking garage s throughout the region for link parking purposes.	2/9/2017 11:30 AM
23	The point of having a hot lane is to give people the choice to pay for a quicker commute. There should be a limit (\$10) but this cost will deter some traffic, while a second hot lane will act as a passing lane if there are slower drivers to ensure speeds. Also, Please work with King County Metro to increase service! I believe that the funding generated from the i-405 hotlanes cannot be used to fund KC Metro directly, but creating better bus stations (like totem lake) is one way to work with them.	2/9/2017 10:09 AM
24	Q2 is crap! 2 or more persons should be allowed in HOV .. No Matter what speed! .. And Im a Democrat ... and you guys stole our HOV lane.	2/9/2017 9:42 AM
25	Only rich people can pay for the HOT lane, and I am not one of them. Unfair to have HOT lanes.	2/9/2017 9:12 AM
26	These HOT lanes were not well thought out and the public was not given the appropriate version of what was going to happen. You spent over \$155 million dollars to make the lanes and then want to charge us again to use the same lanes. The I-405 corridor needs to be expanded all the way from Lynnwood to I-5 in Tukwila. HOT lanes and the ridiculous RTA taxes for commuter lines is not the only answer. You are so far behind on getting our transportation system so it meets any guidelines of minimum speed is unfathomable. The liberals are so worried about the free programs they want to offer people who don't go to work, the rest of us have to suffer with longer commutes. If you actually spent the money on the programs they were collected for, we would not be where we are today.	2/9/2017 8:52 AM
27	WITH THE EXPECTED INCREASE IN AUTO TRAVEL ADDED TWO NEW LANES TO 405 BETWEEN RENTON AND I90. DOT THINK AHEAD IT WILL BE LESS EXPENSIVE NOW.	2/9/2017 8:34 AM
28	only people who have money will pay .people with less money will not be able to afford	2/9/2017 7:59 AM
29	Thanks for asking. Keep up the good work.	2/8/2017 6:38 PM
30	You need even more lanes. I405 is 30 years behind.	2/8/2017 6:18 PM
31	My big concern is how DOT will differentiate between carpoolers and people accessing the HOT lane. I had this issue on 167 HOV lanes. I had a Good to Go sticker for the bridges but whenever I carpoled in the HOV lane on 167 my Good to Go Pass got charged. How will DOT prevent this from happening with HOT/HOV lanes?	2/8/2017 5:13 PM
32	I'm in favor of doing away with "Hot Lanes" and "HOV" lanes entirely and just toll everyone who drives on the road. Everybody pays and everybody uses all the lanes. This is done in many states and there is very little congestion.	2/8/2017 3:49 PM
33	This project as I have witnessed it has been a disaster, from the start. WDOT took away a general purpose lane to people. Forced drivers to obtain a transponder, even if they are legal with the required number of passengers. Increased the travel time to people who cannot afford to pay the tolls, to seniors who are on a budget, or handicap people who fall into both categories. The people who are better off have actually made the comment it's like having their own lane to drive in because they have to money to do so. The average hard working guys get cheated again trying to compete in life. I tried taking the buss and other transit, like many, buss connections and times are just not convenient. Unless I want to add another 60 to 90 minutes to my work for commuting	2/8/2017 2:53 PM

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34	focus on the single driver's and figure out how to transform them into car pooling based on insentives from employer or state.	2/8/2017 12:58 PM
35	I believe that tolls are necessary to fund our road improvments BUT \$7 is too high. Maximum \$4. Another option would be to charge by usage. Ex: If you use the HOT lane from Renton to Lynnwood, you are charged the full amount. Those using for lesser distance, pay less toll. This seems fair, pay by usage.	2/8/2017 12:52 PM
36	More lanes is not the answer. With the traffic problems we have and more to come with the projected number of people moving here in the near future, we need to get cars off the roads and people into a light rail system. All this money spent for single lane additions is wasteful, invest in a light rail system that will get everyone where they need to be, cars off the road, emissions out of the air.	2/8/2017 11:30 AM
37	My biggest issue with the hot lane is I can't even use when I have a 3+ person car pool because I don't have a good to go pass. I don't travel 405 that often, but when I do, it's a major pain since I don't have the pass. That, and I feel like the general purpose lanes are slower now because of that. I know the "numbers" say that traffic on average is moving a little faster, but what do the numbers look like specifically during rush hour? I bet they are not good! Maybe the HOV lane needs to be 3+ people, but take back a HOT lane and make it general purpose again.	2/8/2017 11:07 AM
38	The hot lanes need to be separated by something other than painted lines, I see too many people get out of the lane before the system and then back in after it. This way we keep people in the lane and avoid people cutting back and forth. There also needs to be a cheaper way to get a pass if that is all you are using	2/8/2017 10:32 AM
39	Don't understand question #3. Can't give you an answer.	2/8/2017 10:31 AM
40	I won't drive in the hot lanes ever ! I'll drive the side streets	2/8/2017 10:06 AM
41	I guess the Hot Lanes are necessary to address businesses leaving the state due to lack road infrastructure. Jobs in the state are important. However, they have always seemed unfair for a public work where every tax paying individual should have the same access for the same cost to get from point A to B. Also, they look under utilized. Equal misery for all.	2/8/2017 8:56 AM
42	The road system has gotten too arbitrary, complicated & confusing. If you don't travel these sections all the time, you don't know the rules & it is difficult to learn them on the fly at 60 mph. Let's try to keep it simple.	2/8/2017 8:33 AM
43	HOT lanes do not discourage single occupant vehicles like HOV lanes are intended to do. HOT lanes cater to those who can afford the tolls and the convenience of less congestion.	2/8/2017 7:59 AM
44	The HOT lanes have been a huge help. Even with all the traffic growth through the region, I know I have an option for a fast trip on I-405. Please do more of these.	2/8/2017 7:42 AM
45	405 needs another general purpose non tolled lane. Not everyone has the luxury of carpooling based on situation	2/8/2017 3:31 AM
46	Why do the people with the least \$ living further out have to pay more money on roads their taxes have paid for? Why aren't commuters from the north end traveling into Seattle given hot lanes, too? Make it equal or drop it!	2/7/2017 11:34 PM
47	The hot lanes should be open during non peak hours, weekends, holidays. Peak hours: 5_9am, 3_7pm.	2/7/2017 11:20 PM
48	The HOT lanes are a failed experiment in social engineering. Get rid of them.	2/7/2017 9:09 PM
49	do away with tolls we pay gas taxes we pay on lic tax and then we pay more on gas tax when is the state going to take response to stop taxing people my guess is never in my short life time	2/7/2017 8:46 PM
50	I have never seen an overcrowding of the HOV lane, just near crawl speeds in the gen purpose lanes. Traffic is already soooooo bad that if people could carpool now they would be don't you think. They need a hwy system that allows them to get where they need to go when they need to get there! Busses and carpool lanes aren't the answer, more lanes are!	2/7/2017 8:41 PM
51	2 HOV lanes might be able to move traffic. HOT lanes are a scam, it's a federal highway paid for with federal taxes if a tax payer comes from out of state they cannot use the HOT lanes??? WA has the highest road taxes and we need to add tolls to pay for bridges and repairs? Maybe we need to cut some upper management jobs to pay for roads and bridges,	2/7/2017 8:34 PM
52	More GP lanes = more SOV demand = even more congestion. Managed lanes are the only way to keep a reliable option. This had been proven in every major city in the nation that has adopted a similar policy. It took me an hour to move five miles on a segment of freeway on LA last week when I was in business. Would have gladly spend \$20 to get a reliable trip, not to mention the benefit to the transit system...	2/7/2017 8:13 PM
53	No more tolls, please no more fees. We pay enough through tabs and license fees.	2/7/2017 7:49 PM
54	Please no more toll, tolls only benefits people who can afford the use of tolls, it causes more congestions and confusion on how to use them. I would vote against and anyone who propose the use of tolls.	2/7/2017 7:40 PM

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55	Hot lanes should be 2+. Question 3 doesn't give the full range of options. I would prefer 1 HOT lane 2+ free and one regular lane. I also think there should be more monitoring of the lanes. People cheat all the time.	2/7/2017 7:39 PM
56	Get rid of the HOT lanes and go back to 1 HOV and a general purpose lane!	2/7/2017 7:34 PM
57	I think the HOV lanes are an ignorant decision.	2/7/2017 7:23 PM
58	I no longer commute so my responses should not count as much as those of folks who do commute. However, there are times when I must be on the road during commute time, and those are usually times when I am by myself in the car....it sucks, so I try to make my appointments so that I don't have to be on the road during rush hours.	2/7/2017 7:22 PM
59	Get rid of hotlanes all together. They are a mess. They are not used. We paid for all the lanes and expect to use all the lanes we have already paid for.	2/7/2017 7:17 PM
60	I am against ANY toll. Gas taxes are already high enough. If things can't be improved with no toll, scrap the whole plan and keep things the way they are.	2/7/2017 7:16 PM
61	I believe the hot lane concept is a slap in the face to those less fortunate. The majority of the people using freeways during high traffic hours to get to work are just trying to make ends meet. If you must toll, make it just like a bus, for the distance traveled at a moderate price for all. That's been done on Turnpikes back east for years with some success.	2/7/2017 6:52 PM
62	I think it is perfectly fair to have people pay for the roads they use. People complain, saying, "But my taxes already pay for roads!", but then always want tax breaks. Keep up the good work - it's fair in my opinion.	2/7/2017 6:36 PM
63	I generally disagree with the HOT lane approach. It's hard/expensive to install, maintain, & enforce and results in a government classist approach to transportation. The goal of federal subsidies, i thought, was to encourage carpooling/ridesharing - not drive revenue. No tolls, just HOV, when it goes under 45mph, replace general purpose lanes with HOV.	2/7/2017 6:30 PM
64	I have very little experience using these lanes therefore did not want to give uninformed answers. I do think that HOV lanes that allow single drivers to pay to use them is another form of discrimination against the poor. People who cannot afford to pay still have to get to work on time, and still lose valuable time stuck in traffic. In fact as they are often hourly wage earners and have to pay for childcare being stuck in traffic is an extra burden on the poor. Helping needy people get to work should be built in to the system. Unless you live right in the city, using public transportation often takes hours of time that no working parent can spare. Unless public transportation from the cheaper outlying areas is vastly improved, people will need to drive their cars and need to be able to use the HOV lanes.	2/7/2017 6:03 PM
65	If there must be a toll late, let there only be one and have a toll for cars with less than 2 people like it is on 167.	2/7/2017 5:55 PM
66	The HOT lanes are never occupied and they rest are always congested.	2/7/2017 5:44 PM
67	Most S. King County residents who commute cannot afford to pay an additional \$7-10 per day to use public roads on top of our already very high gas tax. If tolls MUST be imposed, they need to be in the \$2-\$5 range. (I don't really understand question #1.)	2/7/2017 5:43 PM
68	I've often wondered if traffic patterns would improve if there were more businesses scattered up and down the 495 and 167 corridors that might make some commutes shorter. These businesses would have to be somewhat large to impact traffic, but maybe some could move closer to the non-Bellevue urban centers and local populations could be supported by smaller shopping centers (i.e. - non-mall types) with a grocery store, drug store, cleaners, bank(s), and other types that would take care of most needs with the larger shopping centers featuring stores that are "occasional providers" - pizza parlors, fitness places, restaurants, etc. Personally, I'd like to see more "neighborhood" in each town/city. I do hope this makes at least a modicum of sense!	2/7/2017 5:21 PM
69	405, on both northbound and southbound need more lanes.And keep the toll low	2/7/2017 5:16 PM
70	First you must SILENCE Judy Clibborn , She is a evil lunatic. Second you people are taxing us right out of our houses and cars . This CRAP has got to stop .Government is OUT OF CONTROL. I would like to see an audit of the Port of Seattle and of Sound Transit and all their spending practices . You could probably get the money with the waste from those 2 to fund education. Oh wait you guys don't care you just want MORE. Disgusted Daniel Bradley	2/7/2017 5:15 PM
71	HOV & HOT lanes simply treats the symptom but does not address the issue. We need an affordable rapid transit system. Myopically speaking, HOV/HOT ideas are poor solutions but at least shows the voters you're doing something (yes, we know we have a whole in our pocket, but some of these big coins we're pissing away slow down the pennies that would otherwise freely spill out) The point being there will come a breaking point and you'll have mass disobedience because people have to be somewhere now & our current system is not meeting the need. We continue to apply the wrong solution (HOV/HOT) to a problem that HOV/HOT can never fully conquer let alone manage. Who do we think we're fooling? Affordable Rapid Transit (train) or a Star Trek Transporter is our best bet for now.	2/7/2017 5:07 PM
72	There has been nothing but complaints about the Hot lanes from the start. The government needs to learn how to budget their funds just like us taxpayers do.	2/7/2017 5:06 PM
73	Get rid of HOT lanes. Go back and have only HOV lanes where people can drive if they have 2+ people in their car.	2/7/2017 5:06 PM

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74	The entrance-exit density in and around Bellevue is too high. Removing about 1/2 of these "discontinuities" would improve traffic flow. The interchange at I-90 and Coal Creek parkway need further separation and rerouting to avoid the crossover entrance-exit between I-405 and Coal Creek Parkway. Add barriers to the exit lanes from I-405 to I-90, preventing drivers from using the I-90 exit ramps as passing lanes on I-405. HOV / HOT lanes should have exits directly from those lanes to minimize lane-changing. At least 1 through lane, Renton-Everett. A looping transit system to secure park and ride lots, one loop per major stop (eg. Everett-Bothell, Everett-Kirkland/Redmond, Everett-Bellevue, Everett-Renton) with shuttles to business areas. Discourage non-essential use of major freeways (such as personal errands, etc) during commuting hours. Expand parallel surface routes between cities. Encourage folks to live at or near their work destination, avoiding commuting on the interstates altogether.	2/7/2017 4:59 PM
75	If we can acquire the same revenue with just one HOT lane, why not?	2/7/2017 4:57 PM
76	My wife and I are upset with the idea of charging tolls. We pay high tabs, Road maintenance, and now we're being told the property tax for the DOT new rail program will increase, which DOT can up at will. I just wonder where you think seniors can tolerate all these costs and us on Social Security. I really think that seniors should be given a free pass when one reaches 75yrs. I'm just about given up on government asking or creating more ways to fund programs that just continue to take money from my few remaining years. Thanks for doing this.	2/7/2017 4:36 PM
77	I vote for no hot lanes at all and no hov lanes. Item 2 just adds confusion to a confusing system.	2/7/2017 4:30 PM
78	Hot lanes are for the rich and elite, i find them hard to stomach in washington state, this isn't texas...	2/7/2017 4:15 PM
79	I prefer HOV. I do not like HOT. Regardless, whatever is done needs to be SIMPLE. Congestion pricing, funny lane markings, dynamic number of carpool occupants (2 vs. 3) it's all too complicated. Thanks for your support.	2/7/2017 4:12 PM
80	From what I understand, the Federal DOT has removed the 45 MPH goal & replaced it with a goal of moving people. Thus Hot Lanes would actually be detrimental to the state achieving the new, & much more logical, DOT goal.	2/7/2017 4:06 PM
81	So far congestion has not reduced with so called HOT lanes. Just HOV 2+ is fine.	2/7/2017 4:05 PM
82	We are being taxed to death in an already unbelievably expensive city to live. Car tabs are going up and so are property taxes. People are sick of this. Thats why I voted for Trump. Hope you can do something about the traffic and get rid of those stupid HOT lanes and tolls. I never use the 520 bridge because of the tolls. Get a clue. Thanks!	2/7/2017 4:01 PM
83	HOT lanes are discriminatory and should be converted to HOV. During prime commute period, HOV lanes should remain 3+ (in part to the benefit of buses) and revert to either 2+ or open to all outside commute times.	2/7/2017 3:54 PM
84	I rarely drive along I-405, so my opinion is not worth much. I like the idea of encouraging carpooling, especially during peak hours. I also like having the lanes open to general use during the night. Keep working with DOT to make the system as efficient as possible. Thanks for asking.	2/7/2017 3:54 PM
85	The current system is too confusing. Keep it simple.	2/7/2017 3:49 PM
86	one hot lane and one 2 or more carpool	2/7/2017 3:46 PM
87	I refuse to pay any tolls until I'm convinced that DOT is spending our money wisely, which they are not in my opinion.	2/7/2017 3:36 PM
88	State Patrol needs to ticket tailgaters and speeders. Average speed needs to be speed limit NOT 70+! People tailgate in HOV lanes! Need extra fine for tailgating in HOV or carpool lane!!!	2/7/2017 3:35 PM
89	Making a HOT lane variable for carpoolers from 2 to 3 people would create a lot of confusion. How about taxing electric vehicles that are paying no gas tax.	2/7/2017 3:32 PM
90	These tolls are being improperly implemented, and causing more accidents and hardship to commuters. Let's expand 405 and focus on easing congestion for all, not just the people that can afford tolls.	2/7/2017 3:31 PM
91	Please include I-90 to I-405 Interchange project into the 405 HOT lane project. We need a dedicated HOV lane from I-90 East to I-405 South HOV, because right now, it gets backed up.	2/7/2017 3:31 PM
92	The taxpayers paid for all the lanes, the HOT lanes are for those who can afford it. Take all hot lanes away and have 1 -2 HOV lanes	2/7/2017 3:28 PM
93	The HOT Lanes are a great way to reduce congestion and bring in revenue. The key is better signage and well thought out entrance and exit points.	2/7/2017 3:28 PM
94	Stop with the tolls, we already paid for the pavement to get put down every time we fill our tanks and register our cars, we should all get to use it. Many of us don't have an option to carpool. Maybe push for other insentives for people to carpool or take a bus.	2/7/2017 3:23 PM
95	the HOT and HOV lanes are just for speeders. I have rarely seen the lanes under 60 per hour during normal hours. Why?? so much speed>>	2/7/2017 3:22 PM
96	To keep the traffic moving in the most fair and economically feasible way.	2/7/2017 3:21 PM

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97	One of the problems is that the HOV lanes don't have an exit to 5. Another is that they don't run the length of 405.	2/7/2017 3:19 PM
98	On #4 I answered no more than \$7, but even that is too high. Tolls on freeways in the midwest and east coast are far lower. Ours are outrageous, and for the Lexus-and-up crowd only.	2/7/2017 3:15 PM
99	I am generally opposed to the I-405 HOT lanes - I would prefer to return them to a single 2+ HOV lane as before. The one thing do I like about the new HOT lanes, however, is limited points of access to/from the lanes. One of the main reasons that HOV lanes suffer traffic slowdowns is that cars/busses try to enter/leave the lane while the general lanes are stopped. This requires that car/bus to also come to a stop forcing the traffic behind it to stop, resulting in a slow-down in the HOV lane. This problem could be significantly reduced if the HOV lanes adopted entrance/exit lanes once per mile along with a temporary lane to aid in exiting/entering the HOV lane like the HOT lane utilizes. This would allow cars/busses going to/from the HOV enough time to safely match the speed of the lanes they are transitioning to.	2/7/2017 3:15 PM
100	The state needs to represent the people not its own interests, further more the state should have no interests if it truly represents the people. We pay too much in taxes already. Howabout some fiscal resposability.	2/7/2017 3:15 PM
101	HOT lanes are nice for the occasion when I have to have a reliable trip via I-405. HOV lanes are a complete failure because of the number of single-person cars that illegally use the HOV, and the State patrol doesn't have the resources to stop the cheating.	2/7/2017 3:14 PM
102	Hot lanes are for the rich. Normal people can't afford up to \$100 per week (both commute directions) Have ONE at the most.	2/7/2017 3:12 PM
103	I'm not opposed to HOT lanes, if they are flexible, including reasonable tolls. However, I see horrendous traffic in general lanes, while HOT lanes are practically empty. People in general lanes pay taxes for the roads too. Also, I don't like that HOT lanes revenue goes to the servicing company, vs state.	2/7/2017 3:12 PM
104	I appreciate your willingness to inform us and listen to our opinions. My family has had great discussions arise from both surveys that you have sent out. Looking forward to more great updates from you!	2/7/2017 3:12 PM
105	Vote no on bill 1483	2/7/2017 3:08 PM
106	The people running the HOT lanes said that it would only be as high as \$10 very seldom but yet it's \$10 everyday or almost everyday. I believe that is ridiculous and was what the plan was all along. I think the people were lied to from the start. Why aren't the fees like they are on 167, sum what reasonable?	2/7/2017 3:06 PM
107	Tolling and lane designations are getting too complex. From a research standpoint, the results of this survey may also be unreliable because you should have first defined HOV vs HOT vs general purpose lanes. As far as the tolling, it needs to be easier for people to get passes! sell them at convenience stores. We are making it difficult for visitors and tourists to get around (& residents). Creating higher tolls rewards higher SES groups and makes it more difficult for lower SES to get around the area. Isn't there enough squashing of lower income groups coming out of DC these days without adding to the burden at the state level? Off topic...if the state implements per mile road taxes by putting tracking devices on all our vehicles I will be first standing with a protest sign and voting out anyone who approved that. The invasion of privacy is unconscionable and i cant imagine an equitable formula can be developed (my tiny hybrid doesnt impact road surfaces like an SUV weighing twice as much with giant tires, or a same size vehicle with studded snow tires, etc.	2/7/2017 3:05 PM
108	Eliminate all tolling access lanes. Have no more than 1 HOV lane. All other lanes should be general purpose lanes. And don't even think about a mileage tax!	2/7/2017 3:04 PM
109	after school taxwe pay the highest transportation property tax already.....no more taxes or use fees for roads unless transportation property taxes are eliminated.	2/7/2017 3:01 PM
110	What we really need is fewer cars and more public transit options.	2/7/2017 2:58 PM
111	We should pay extra to use an HOV/Hot lane if there is only 1 person in the car. Don't make it complicated (e.g. switching rules depending on time of day, average speeds, etc).	2/7/2017 2:58 PM
112	While tolling does generate money for more improvements to highways, I feel that the tolls are excessive and the usage is low when the general purpose lanes are over crowded when needed the most.	2/7/2017 2:57 PM
113	I think WA state DOT is wasting money. We already pay regressive taxes, give working people a break and let them get to work for less. Tolls are being paid by workers, Corporations need to pay their share.	2/7/2017 2:57 PM
114	Impression is that tolling has nothing to do with congestion, just more revenue.	2/7/2017 2:57 PM
115	Why is it capped at \$10. How much would it take to keep the lanes running at 45mph? Not sure anyone knows because internal testing is also capped (to \$12.50 if I heard right). Since there's no carpool incentive - people would just rather pay the \$10 than share - what happens if it were, say \$25, on a given day to keep the lanes running at 45? If you think about it, if you see the sign at \$9.75 you know it's running at least 45 all the way through. Once it hits the cap, you have no idea what the speed is up the road. Removing the cap solves that.	2/7/2017 2:56 PM

I-405 HOT Lanes Survey

116	My tax money paid for the road construction for all publicly funded roads. It is the government's job to budget that money. Tolls and HOT lanes are a double taxation that should not exist. Occupancy restrictions violate the right to assemble, or not assemble. It also discriminates against those who choose to drive alone. Parks and municipal buildings would be under severe scrutiny if a citizen could not enter with being accompanied by another person. So why roads?	2/7/2017 2:56 PM
117	It's not always clear if I use the hot lane whether there is an exit from the lane near where I need to exit the freeway.	2/7/2017 2:55 PM
118	There is no need for dual hot lanes, keep the tolling as is, but drop it back to 2+ for free access.	2/7/2017 2:52 PM
119	The HOV would be ok but there are tailgaters and speeders in HOV. Lazy State patrol need to do their jobs.	2/7/2017 2:51 PM
120	I am not a fan of the HOT lanes in any form, but having two is just not acceptable. The need for more general purpose lanes is obvious. shift workers do not have the luxury of others to ride with them.	2/7/2017 2:50 PM
121	Stop with the social engineering. Build more capacity and allow people to use resources in ways that work for them. It's called freedom. Reference American revolution for finer details.	2/7/2017 2:46 PM